



Illinois Bike Transportation Plan
Transforming Transportation for Tomorrow

Illinois Bike Transportation Plan Presentation by




In conjunction with:
The Heartlands Conservancy, Trailnet, Metroquest, and the Bike Plan Advisory Group

CMAP Bike/Ped Task Force

December 18, 2013
CMAP
233 South Wacker, Chicago, IL



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Meeting Agenda

Review of Progress to date:

- Tech Memo 2 – Policy and Regulations Analysis
- Tech Memo 3 – Existing Conditions Memo
- Tech Memo 3.3 – Innovative Technologies Memo
- Outreach Report Highlights
- Statewide Data Collection Summary
- Plan Review & Synthesis Process




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Next Steps:

- Final review by Steering Committee, Secretary, and Governor
- Publish on IllinoisBikePlan.com in late January
- Public presentation and implementation to follow







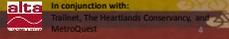
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**Tech Memo 2:
Policies and
Regulations
Analysis**

- ❖ Section 1 - History
- ❖ Section 2 - Review of Federal and State Bicycle Policies
 - Federal Policy
 - Illinois Laws and Policies Relevant to Bicycling
 - Illinois Bikeways Act
 - Illinois Complete Streets Law
 - Illinois Context Sensitive Policy
 - Boub vs. Wayne
 - Illinois Vehicle Code
 - 2012 Illinois Long Range Transportation Plan: Transforming Transportation for Tomorrow
 - Bureau of Design and Environment (BDE) and Bureau of Local Roads (BLR) Manuals
 - Bridge Manual (2012)
 - Highway Safety Improvement Program





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**Tech Memo 2:
Policies and
Regulations
Analysis**

- ❖ Section 3 - Illinois and Comparisons with Other States
 - Safety statistics for Illinois and Other States
 - Safety Benefits of Bicycle Treatments and Increasing Bicycling Rates
 - Bicycle Friendly America Programs
 - Alliance for Bicycling and Walking Rankings
 - Illinois Ranking by Percent Walking and Bicycling Mode Share
 - Illinois Ranking by Bicycling Fatality Rate
 - America's Health Rankings – 2012
 - Rankings of Healthy States
 - Best Practices Review
 - Funding Comparisons
 - Bicycle Program Staffing
 - Safe Routes to School Staffing
 - Peer State Program Review



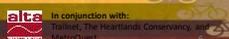


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**Tech Memo 2:
Policies and
Regulations
Analysis**

- ❖ Section 4 - Design Practices
 - National Perspective
 - IDOT
 - Complete Streets
 - Opportunities for Improvement
 - Complete Streets Standards Compliance Table
- ❖ Section 5 - Evaluation and Performance Measures
 - Performance Measures in Illinois State Planning Documents
 - Bicycle-related Performance Measures in Other State Plans
 - Performance Measures in City Plans

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**Tech Memo 2:
Policies and
Regulations
Analysis**

safe streets save lives.org
let's get there together

- ❖ Section 6 - Education, Encouragement and Enforcement
 - Illinois Programs
 - Examples from Other States
 - Intra-departmental Workshops and Webinars
 - Safe Streets Save Lives Campaign
 - Bicycle Rodeo Kit
 - A Community Guide to Pedestrian and Bicycle Events

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**Tech Memo 3:
Existing Conditions**

Make your roads your friend

- Section 1 - Existing Bikeways and Bikeway Plans
- Nationally Significant Trails
- American Discovery Trail
- The National Road
- Mississippi River Trail
- US Bike Route System
- Major Illinois Regional Trails
- Regional and Local Bikeways Plan Collection
- Section 2 - Existing State Bikeways Data Collection Efforts
- BLOS Overview
- Current Practice in Illinois
- Review of Alternative LOS Methodologies
- Data Collection (IRIS)
- Recommended Data Collection

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**Tech Memo 3:
Existing Conditions**

GOT THE DOT?

- Section 3 - Analysis of Crash Data Reporting and Trends
- Location of Bicycle-Involved Crashes in Illinois
- Traffic Controls at Crash Location
- Crash Severity and Reporting
- Actions Leading to Crashes
- Long Term Trends
- Crash Data Reporting Issues
- Section 4 - Illinois Roadway Evaluation Toolkit
- Roadway Evaluation Tools Overview
- FHWA Road Safety Audits (RSA's)
- The League of Illinois Bicyclists Complete Streets Road Design Audits for Bicyclists and Pedestrians
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- PennDOT Community Context Audit

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- BIKEWAY DATA PROVISION PRACTICES
 - 1.1.....Bike maps
 - 1.2.....Bike parking maps
 - 1.3.....Online route planners
- CROWDSOURCING TRIP DATA
 - 2.1.....Station-based tracking
 - 2.2.....GPS-based tracking
- CROWDSOURCING POINT DATA
 - 3.1.....Service requests
 - 3.2.....Crash reporting
 - 3.3.....Potential Future Applications of Crowdsourcing
- OTHER TECHNOLOGIES
 - 4.1.....Sports and fitness
 - 4.2.....Social media
- LESSONS AND OPPORTUNITIES
 - 5.1.....Lessons
 - 5.2.....Opportunities and statewide potential

**Tech Memo 3.3:
Innovative
Technologies**





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Illinois Bike Transportation Plan
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Illinois Bike Transportation Plan Outreach Report Highlights






Illinois Bike Transportation Plan
Outreach Report Summary

Input Types:

1. Public Input
2. Transportation Professionals Meetings
3. IDOT Outreach and Input
4. Advisory Group Input
5. Additional Input and Outreach




Illinois Bike Transportation Plan
Summary of Public Input

Public Input

- Nine Public Meetings held throughout the state in July and August
- Two online surveys (www.illinoisbikeplan.com)
- Tabling events at Bike the Drive, Illinois Bike Summit, Tour De Fat Chicago, Springfield and Du Quoin State Fairs, UIC, and Mid America Trails and Greenways Conference



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Illinois Bike Transportation Plan
Summary of Public Input

2,800 people completed the MetroQuest survey to share their input on bicycling in the State of Illinois.

Roughly **86%** of respondents (2,401 individuals) completed the survey online, while **14%** (397 individuals) completed the survey in-person at one of the public or transportation professionals meetings held throughout the state.

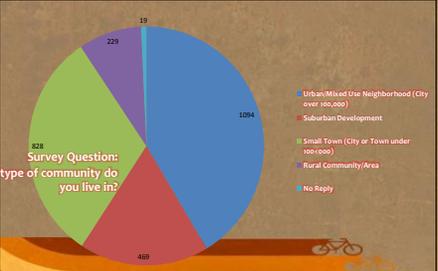


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Illinois Bike Transportation Plan
Summary of Public Input

Survey Question: What type of community do you live in?



Community Type	Count
Urban/Mixed Use Neighborhood (City over 100,000)	1004
Suburban Development	469
Small Town (City or Town under 100,000)	828
Rural Community/Area	229
No Reply	19

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Illinois Bike Transportation Plan Summary of Public Input

Typical Distribution of Bicyclists ("Four Types of Cyclists," Geller, 2006)

Category	Percentage
Strong and Fearless	32%
Enthusiastic and Confident	7%
Interested but Concerned	60%
No Way, No How	1%

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Illinois Bike Transportation Plan Summary of Public Input

Survey Question: What kind of bicyclist type best describes you?

Category	Percentage
Strong and Fearless	15%
Enthusiastic and Confident	20%
Interested but Concerned	63%
No Way No How	1%
No Reply	1%

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Illinois Bike Transportation Plan Summary of Public Input

Survey Question: What are your priorities for improving Bicycling in Illinois?

Priority	Overall Rank	Average	Times Ranked
System Improvements	1	1.73	2045
Design and Policy	2	1.99	1975
Education and Outreach	3	2.13	979
Funding	4	2.14	1580
Metrics and Data Collection	5	2.50	147

Survey Question: Rank your top 5 treatments according to their ability to contribute to a safer bicycling environment.

Treatment	Overall Rank	Avg. Position	Times Ranked
Protected Lanes	1	2.03	1898
Bike Lanes	2	2.04	2016
Wayfinding Signage	3	3.38	1076
Green Pavement	4	3.27	1219
Bicycle Intersection Markings	5	3.42	1297
Crosswalks	6	3.42	782
Bicycle Signals	7	3.54	762
Bike Box	8	3.58	804
Hybrid Beacons	9	3.65	428
Active Warning Beacon	10	3.70	522

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Illinois Bike Transportation Plan Summary of Public Input

Survey Question: Rank the following facility types according to your level of comfort bicycling on each.

Street Scenario	Rank	Avg. Position	Total Responses
Off-Road Trail	1	6.57	2361
Protected Bike Lane/Cycletrack	2	6.41	2347
Green Bike Lane and/or Buffered Bike Lane	3	6.12	2284
Sidepath adjacent to roadway	4	6.09	2269
Street with a Typical Bike Lane	5	5.31	2142
Residential Street with No Bicycle Facilities	6	4.79	2045
Street with Shared Lane Markings (AKA Sharrow)	7	4.06	2048
Rural Road with a Paved Shoulder	8	4.00	2133
2 Lane Road, Wide Outside Lane and No Shoulder	9	2.16	2276
4-6 Lane Arterial, No Bicycle Facilities	10	1.74	2312




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MetroQuest



Illinois Bike Transportation Plan Summary of Public Input

- Survey Question: What is the least-separated bicycle facility type that would need to be applied to the following roadway type in order to feel safe and comfortable bicycling on it?

Rural Roadway



Improvement of Treatment	Total Responses	% Selected
I Wouldn't Bike on This Road Regardless of Treatment	39	1.6
Leave As Is	317	12.7
Sidepath	363	14.6
Buffered Bike Lane	413	16.6
Paved Shoulder	1357	54.5




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Illinois Bike Transportation Plan Summary of Public Input

- Survey Question: What is the least-separated bicycle facility type that would need to be applied to the following roadway type in order to feel safe and comfortable bicycling on it?

Main Street



Improvement of Treatment	Total Responses	% Selected
I Wouldn't Bike on This Road Regardless of Treatment	18	0.7
Leave As Is	142	5.7
Sidepath	165	6.7
Buffered Bike Lane	956	38.0
Bike Lane	1190	48.3



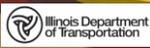

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Illinois Bike Transportation Plan Summary of Transportation Professionals Input

Transportation Professionals Meetings

- Nine Transportation Professionals Meetings held throughout the state in July and August.
- Included IDOT staff members, local and county engineers, local and MPO planning staff, representatives from other offices of state government such as the Department of Tourism, representatives from local healthcare providers, and local officials.
- Participants completed a two-page survey pertaining to bicycle facility design and implementation. The survey gauged transportation professionals' familiarity with current IDOT and national design resources, perceptions of current policies and procedures, and desired assistance to support the development of bicycle facilities in their local districts.



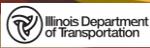

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Illinois Bike Transportation Plan Summary of Transportation Professionals Input

Use a scale of 1-5 to answer the questions below, with 5 representing "very" and 1 "not at all."

Answer Options	1	2	3	4	5	Rating Average	Response Count
How familiar are you with Chapter 17 of the Bureau of Design and Environment Manual or Chapter 42 of the Bureau of Local Roads Manual? Do you use it in your work?	75	30	21	19	23	2.32	168
How familiar are you with the 2012 American Association of State Highway Transportation Officials (AASHTO) Guide to Bicycle Facilities?	45	37	26	10	14	2.33	132
How familiar are you with the 1999 AASHTO Bike Guide?	33	22	12	8	8	2.23	83
answered question							169
skipped question							16




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Illinois Bike Transportation Plan Summary of Transportation Professionals Input

Input
Survey Question: Rank your agreement with the following statements pertaining to IDOT policy

Top 5 responses (number represents average rank on scale of 1-5)

4.33 - IDOT should build a statewide database of local bicycle (and potentially pedestrian) plans.

4.33 - If IDOT is to be truly multi-modal it should include the total cost of bike and pedestrian facilities into the overall project cost.

4.18 - IDOT should work to encourage Complete Streets at the local level.

4.16 - Funding is often the restriction for acceptance by communities, especially if there isn't local support or they don't understand the reasoning for a project. This issue should be addressed.

4.06 - The planning process should engage communities earlier with regards to bike/ped accommodations.




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Illinois Bike Transportation Plan Summary of Transportation Professionals Input

Survey Question: Rate your need for and/or interest in additional guidance, clarification, or information on the following topics:

Top 5 responses (number represents average rank on scale of 1-5)

- 4.36 - Funding strategies.
- 4.07 - Design options if sidepaths are unfeasible because of ROW constraints or driveway conflicts.
- 4.06 - How to implement complete Streets with current funding and design environments.
- 3.93 - Guidance on innovative facilities used in other contexts/geographies.
- 3.93 - Methods for determining the most appropriate bicycle accommodation, given road type, land use, density, and alternative routes. For example, are these important/necessary on all rural roads and over all structures?




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Illinois Bike Transportation Plan Summary of Transportation Professionals Input

Survey Question: Rate your need for and/or interest in design guidance for specific bicycle facility types and design solutions for specific contexts.

Top 5 responses (number represents average rank on scale of 1-5)

- 4.13 - Protected bike lanes.
- 4.06 - Standard bike lanes.
- 4.05 - Trails.
- 4.01 - Buffered bike lanes.
- 3.96 - Bicycle friendly shoulders (including rumble strip designs and widths).





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Illinois Bike Transportation Plan Summary of Advisory Group Input

Advisory Group Input

The five highest recommendations from this list include:

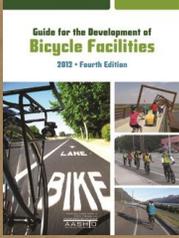
- 4.80 - IDOT should build a statewide database of local bicycle (and potentially pedestrian) plans.
- 4.67 - Include more complete recognition of bicycle travel needs in early stages of design.
- 4.67 - A priority (of IDOT) in bicycle facility design should be providing bicycle facilities that are safe and attractive to users of all ages and abilities.
- 4.60 - IDOT should improve designs and policies to better reflect context (ex. urban vs. rural roadway design).
- 4.50 - Facility selection guidance should include bicycle accommodations on nearby, alternate routes.




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Illinois Bike Transportation Plan
Draft and Final Report

- Section I - Existing Conditions
 - Introduction
 - Existing Conditions (TM3 Memo)
 - Policy and Regulations Analysis (TM 2 Memo)
- Section II - Policy, Design and Program Recommendations
 - Policy Recommendations
 - Funding Recommendations
 - Planning/Process Recommendations
 - Design Recommendations
 - Maintenance Recommendations
 - Education, Encouragement and Enforcement Program Recommendations



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Illinois Bike Transportation Plan
Draft and Final Report

- Section III- Network Recommendations
 - Development of a Statewide Bikeway Network
 - Existing Conditions
 - Potential New Corridors and Connections
 - IDOT Roads and Local Bike Planning
 - Cost Estimates and Prioritization
 - Departmental Goals, Objectives and Action Items
 - Process Review and Integration Matrix
 - Performance Measurements



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Illinois Bike Transportation Plan
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